

# **Attachment B**

## **Traffic Management Plan**

**TRAFFIC MANAGEMENT PLAN**

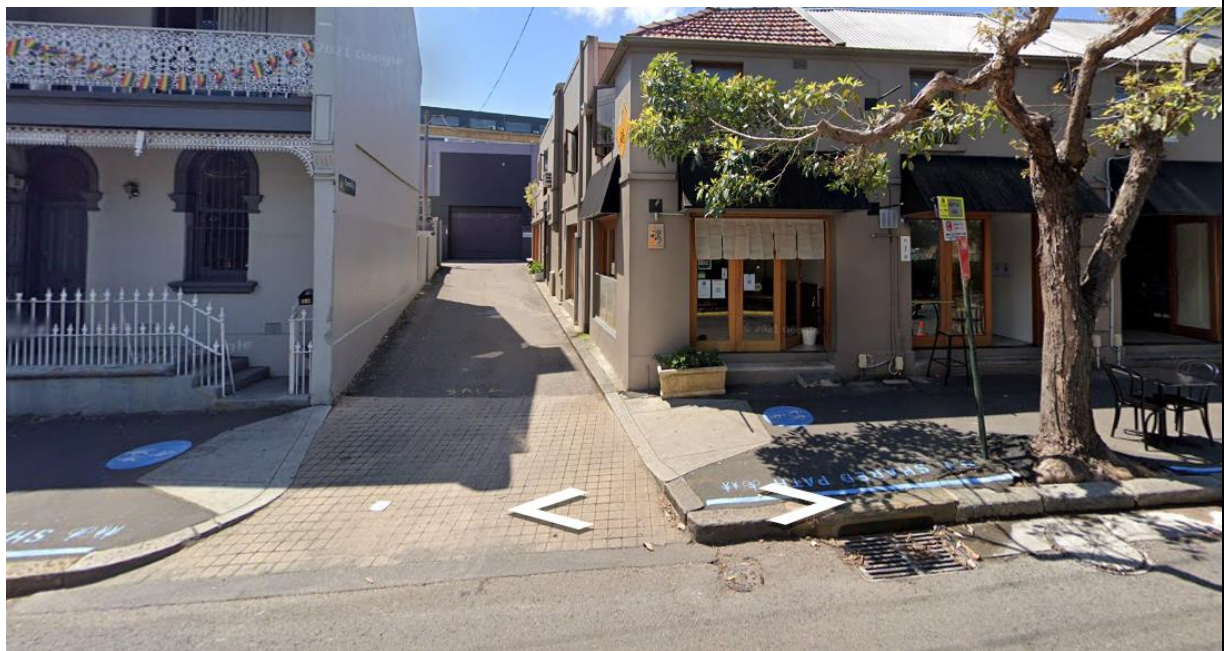
**PROPOSED ROAD CLOSURE FARNELL STREET, SURRY HILLS  
between Fitzroy and Sandwell Streets**

A.	<b>Description or detailed plan of proposed measures</b> Is a detailed plan of proposed measures necessary?	<b>YES</b>
	<p><b>Introduction</b></p> <p>A food and beverage business located at the eastern corner of Fitzroy and Farnell Street; Surry Hills has applied for an outdoor dining area on Farnell Street as part of Alfresco night-time business supported by the NSW government.</p> <p>The width of the footpath on Fitzroy Street in front of the restaurant is unable to safely accommodate both footway dining and pedestrian access. Given that Farnell Street has no footpaths, the business is also not eligible for footway dining on Farnell Street. As such, the business is proposing to utilise Farnell Street for the purpose of outdoor dining on the roadway.</p> <p>The width of Farnell Street is approximately 4.0 metres wide and unable to safely accommodate both outdoor dining and two-way travel lane. As such, the City is proposing to permanently close Farnell Street between Fitzroy and Sandwell Streets to accommodate outdoor dining.</p> <p>Farnell Street is a local road under the jurisdiction of the City.</p> <p>The Location Plan is shown in <b>Figure 1</b>.</p>	



**Figure1** – Location Plan

Northbound street view of Farnell Street from Fitzroy Street is shown in **Figure 2**.



**Figure 2** – Northbound street view of Farnell Street

<b>B.</b>	<b>Identification and assessment of impact of proposed measures</b> Is a detailed assessment required?	<b>YES</b>
	<p><b>Road Hierarchy</b></p> <ul style="list-style-type: none"> <li>• <b>Fitzroy Street:</b> a one- way regional road that runs in an east-west direction between South Dowling Street in the east and Bourke Street in the west. Fitzroy Street accommodates two lanes of traffic in a westbound direction and is subject to a 40 km/hr Local Traffic Area speed zone between South Dowling and Bourke Streets. The southern kerb side lane is a separated cycle lane.</li> <li>• <b>Hutchinson Street:</b> a local two-way road that runs in a north-south direction between Albion Street in the north and Fitzroy Street in the south. Hutchinson Street is subject to 40km/hr speed limit. Hutchinson Street accommodates one travel lane on the eastern kerb side and one parking lane on the western kerb side.</li> <li>• <b>Farnell Street:</b> a local two-way road that runs in a north-south direction between Sandwell Street in the north and Fitzroy Street in the south. Farnell Street is approximately 4.0 metres wide with no footpaths and provides pedestrian access to residential properties located along the street. There is only one driveway along the street providing access to a property’s garage. There is no kerb side parking in the street and “No Stopping” restrictions are installed along both the eastern and western kerb sides.</li> <li>• <b>Sandwell Street:</b> a local two-way road that runs in an east-west direction between Hutchinson Street in the east and Farnell Street in the west. Sandwell Street has no footpaths and provides pedestrian and vehicles access to residential properties and businesses located along the streets. There is no kerb side parking in the street and “No Stopping” restrictions are installed along both the eastern and western kerb sides.</li> </ul>	
<b>C.</b>	<b>Identification and assessment of impact of proposed measures</b> Is a detailed assessment required?	<b>YES</b>

## Existing Traffic and Pedestrian Conditions

Vehicle and speed surveys were undertaken in Farnell and Sandwell Streets from Monday 9 December to Sunday 15 December 2019. A summary of the traffic survey data is outlined in Table 1.

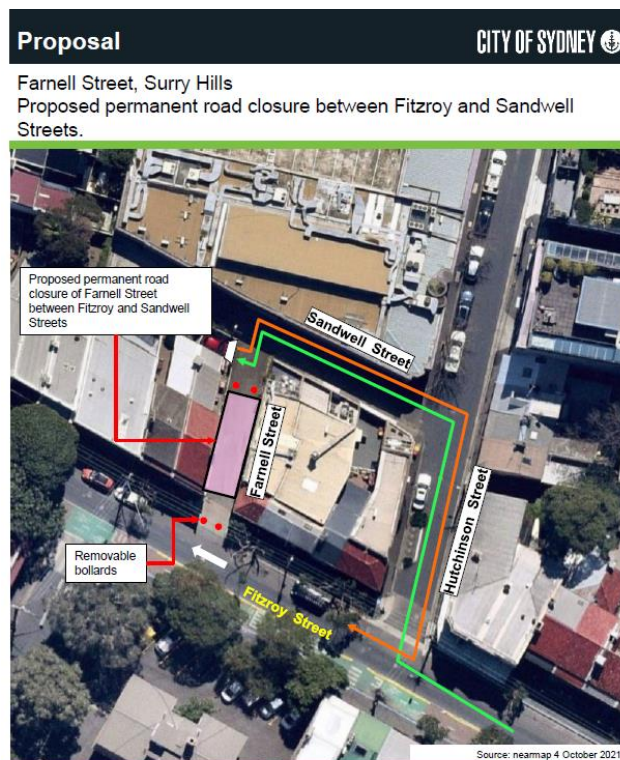
**Table 1 Farnell Street and Sandwell Street Vehicle Speeds and Volumes**

Street	Direction	85 <sup>th</sup> Percentile Speed (km/hr)	Seven Day AADT
Farnell Street	Northbound	19	7
	Southbound	19	3
Sandwell Street	Eastbound	19	6
	Westbound	19	18

It is evident from the traffic survey data that Farnell and Sandwell Streets experiences low vehicle volumes and speeds. Both streets are mainly accessed by local traffic accessing the residential properties and businesses in the area. Vehicles on Farnell Street are mainly travelling towards the businesses on Sandwell Street.

Farnell Street and Sandwell Street has an AADT of 10 vehicles/day and 24 vehicles/day respectively. With the proposed permanent road closure of Farnell Street between Fitzroy and Sandwell Streets, traffic on Farnell Street will now be diverted through Sandwell Street. Given the low AADT on Farnell Street, the diverted traffic is not expected create traffic impacts on Farnell Street. Furthermore, Sandwell Street experiences low pedestrian volumes and the increased AADT of 10 vehicles/day is not expected to impact on pedestrian safety and amenity.

A traffic detour plan is shown in Figure 3.



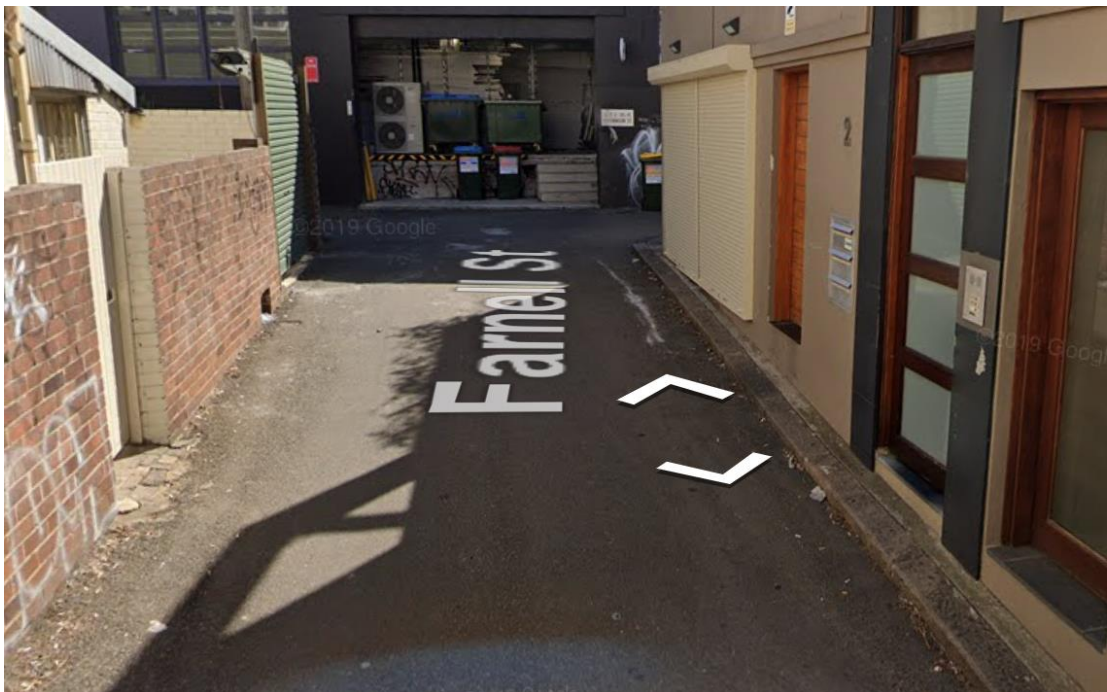
**Figure 3 - Detour routes to Farnell Street**

### Access to driveways

Farnell and Sandwell Streets provides vehicle access to rear property driveways to properties fronting Hutchinson and Fitzroy Streets. There are four driveways and one loading dock on Sandwell Street and one driveway on Farnell Street.

The proposed permanent road closure of Farnell Street between Fitzroy and Sandwell Streets would not impact on vehicles access to the driveways in Farnell and Sandwell Streets. The road closure on Farnell Street would commence after the driveway on Farnell Street. Vehicle access to the driveway will be to and from Sandwell Street.

Figure 4 below shows Access to Farnell Street properties not to be disturbed.



**Figure 4** - Access to Farnell Street properties

### Potential Pedestrian and Traffic Treatment Measures

Given that the existing vehicle speeds and traffic volumes are low along Farnell and Sandwell Streets impacts to pedestrian safety and amenity is not expected. Following the permanent road closure of Farnell Street and commencement of outdoor dining, pedestrian volumes in the area is expected to increase. However, given the low traffic volumes and vehicle speeds along Sandwell Street, impact to pedestrian safety and amenity is not expected. .

The following traffic treatment measures are proposed in Farnell and Sandwell Streets:

- Implementation of pedestrian warning signage (W6-1) at the entry to Sandwell Street at its intersection with Hutchinson Street Pedestrian signage is used to warn

	<p>of the presence of pedestrians on or crossing the road where such activity might be unexpected. It is considered that a proliferation of signage is not however essential due to the nature of these laneways and that a more sensitive approach would be to implement physical changes as outlined below.</p> <ul style="list-style-type: none"> <li>• <b>Bollards</b> The permanent road closure at Farnell Street will be implemented initially using bollards to prevent vehicle access. The road closure on Farnell Street would commence after the driveway on Farnell Street. Vehicle access to the driveway will be to and from Sandwell Street.</li> </ul> <p>The treatment proposed to implement the road closures would continue to provide access to both pedestrians and bike riders.</p> <p>When the outdoor dining area is installed, adequate space would be provided to accommodate pedestrians in wheelchairs and prams and bike riders.</p>	
<b>D.</b>	<p><b>Assessment of public transport services affected</b> Is an assessment required?</p>	<b>No</b>
	<p><b>Public Transport</b> Farnell and Sandwell Streets are not located a public transport route. As such, the proposed permanent road closure of Farnell Street would have no impacts to public transport.</p>	
<b>E.</b>	<p><b>Details of provision made for emergency vehicles, heavy vehicles, cyclists, and pedestrians: Are these details required?</b></p>	<b>Yes</b>
	<p><b>Emergency Vehicles</b></p> <p>Emergency vehicles would access Farnell Street from Sandwell Street. Furthermore, the bollards installed to enforce the permanent road closure are removable bollards and emergency services have access to remove the bollards during an emergency.</p> <p><b>Service Vehicles</b></p> <p>Service vehicles such as cleansing and waste vehicles currently access the area from Sandwell Street, as such the permanent road closure of Farnell Street would not impact on access for service vehicles.</p> <p><b>Pedestrians and Bike Riders</b></p> <p>Access to pedestrians and bike riders would be maintained at all times.</p>	
<b>F.</b>	<p><b>Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures</b> Is an assessment required?</p>	<b>No</b>

	<p><b>Future Developments</b></p> <p>The proposed temporary road closure would have no associated transport impact on existing and future developments.</p>	
<b>G.</b>	<p><b>Assessment of effect of proposed measures on traffic movements in adjoining Council areas</b></p> <p>Is an assessment required?</p>	<b>No</b>
	<p><b>Traffic Movements</b></p> <p>The proposed temporary road closure would have no associated traffic impact on adjoining Council areas as the traffic in the laneway is negligible.</p>	
<b>H.</b>	<p><b>Public consultation process</b></p> <p>Is a public consultation process required?</p>	<b>Yes</b>
	<p><b>Public consultation</b></p> <p>The proposed Farnell Street closure should be consulted with all residents and business owners in a proper public consultation process in accordance with NSW Government regulations and City's procedures.</p>	
	<p><b>Conclusions &amp; Recommendations</b></p> <p>A food and beverage business located at the eastern corner of Fitzroy and Farnell Streets; Surry Hills has applied for an outdoor dining area on Farnell Street as part of Alfresco night-time business supported by the NSW government.</p> <p>Due to lack of adequate footpath width in the area, the business is not eligible for footway dining. The width of Farnell Street is approximately 4.0 metres wide and unable to safely accommodate both outdoor dining and two-way travel lane. As such, the City is proposing to permanently close Farnell Street between Fitzroy and Sandwell Streets to accommodate outdoor dining.</p> <p>The proposed permanent road closure of Farnell Street would activate the lane way for outdoor dining and improve the economy for local businesses.</p> <p>The permanent road closure will be implemented using bollards which would prevent vehicles access and maintain access for pedestrians and vehicles.</p> <p>Access to pedestrians and bike riders would be maintained. Vehicle access to one driveway on Farnell Street would be maintained. There would be no impacts to vehicle access to Sandwell Street, as such access to driveways would not be impacted.</p>	



